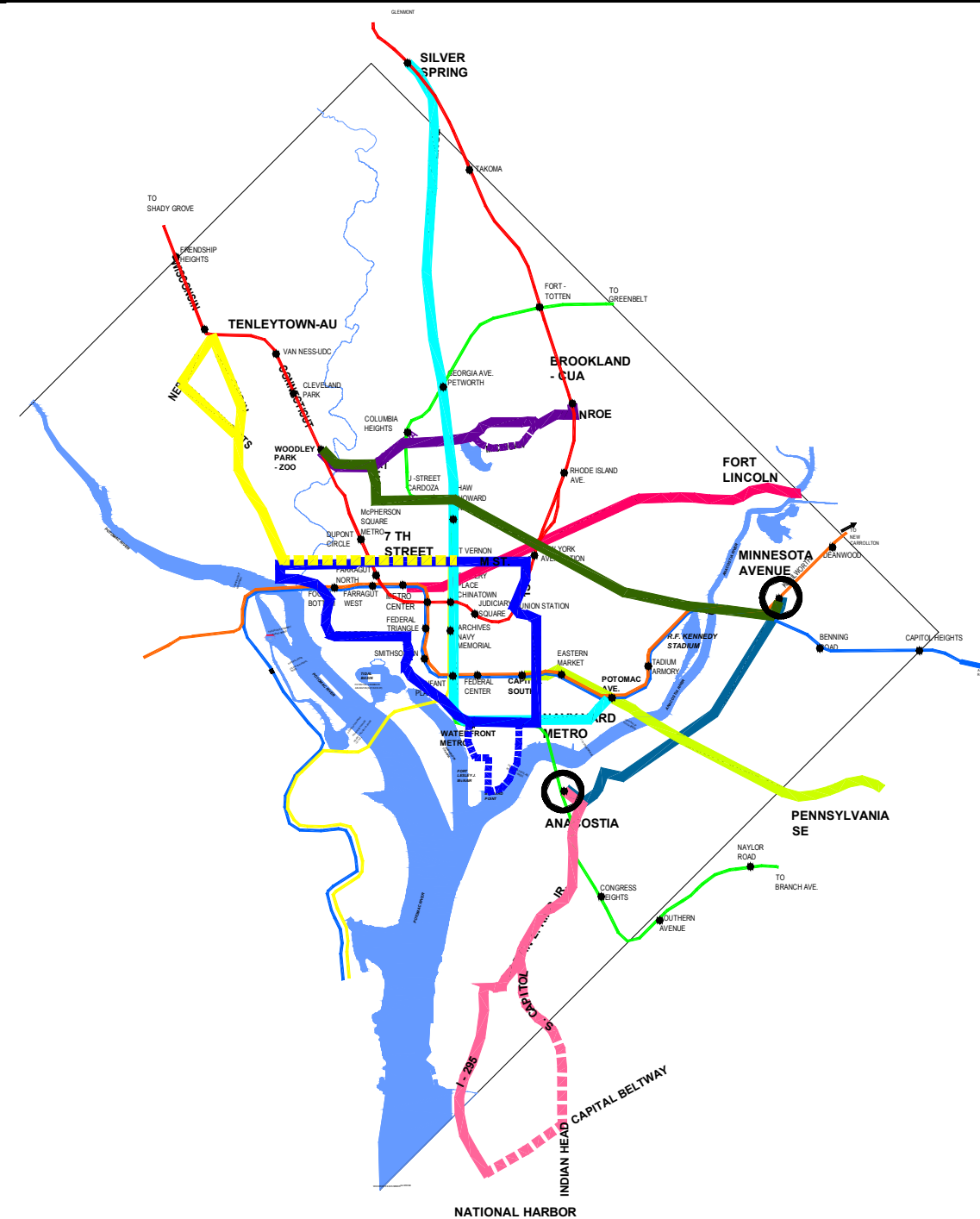

District Of Columbia Transit Development Study

EXECUTIVE SUMMARY



Prepared for
The District of Columbia
by the
Washington Metropolitan Area Transit Authority

STUDY CORRIDOR MAP

STUDY CORRIDORS

Corridor #1

From Silver Spring Metro via Georgia Avenue / 7th Street, NW to M Street SW to Navy Yard or Potomac Avenue Metro

Corridor #2

Cross town Woodley Park Metro to Brookland Metro with Alternate Route

Corridor #3

Cross town Woodley Park Metro to Minnesota Avenue Metro

Corridor #4

Anacostia Metro to National Harbor with Alternate Route

Corridor #5

Capitol South Metro via Potomac Avenue Metro to Pennsylvania Avenue SE

Corridor #6

Anacostia Metro to Minnesota Avenue Metro

Corridor #7

Capital Loop

NOTE: The Capital Loop has been subdivided into four separate corridors. This was done to recognize that the four different segments serve different markets and needs.

Segment A: Capital Loop - from Navy Yard Metro to Convention Center via 2nd Street

Segment B: Capital Loop - from Convention Center to Wisconsin Avenue via M Street NW

Segment C: Capital Loop - from M Street NW to Navy Yard Metro via Constitution Avenue

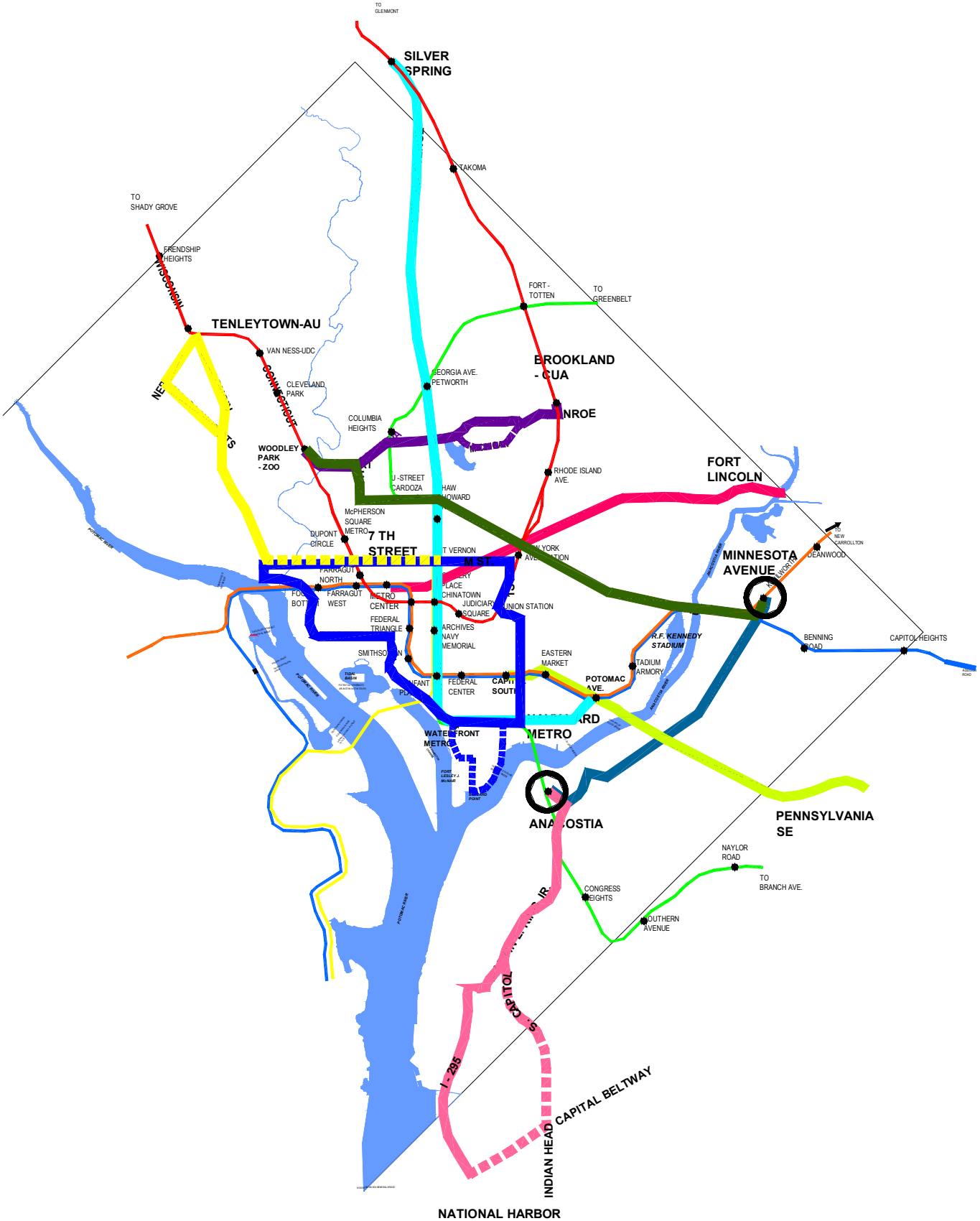
Segment D:
Capital Loop - Buzzard Point

Corridor #8

McPherson Square or Mt. Vernon Square Metro to Fort Lincoln

Corridor #9

Tenleytown Metro to New Convention Center via Georgetown



INTRODUCTION

The District of Columbia and the Washington Metropolitan Area Transit Authority (WMATA) seek to serve and guide the sound, sustainable growth of the Washington metropolitan region in the 21st century. There are many population, employment, cultural, and recreational centers, identified and evaluated by the District, that are not currently adequately served by transit and where significant transit infrastructure investments would be fiscally, economically, environmentally, and socially desirable.

Objectives of this study

The objectives of this study are to:

- **Identify corridors where potential transit expansion may be advantageous first, for residents, employees, and visitors in the District of Columbia and second, for the larger regional transit system (based upon a select number of corridors presented to WMATA for analysis by the District of Columbia).**
- **Make suggestions for potential transit options on appropriate corridors, beginning with light rail, that if feasible may provide for greater mobility within the District of Columbia.**
- **Recognize potential corridor and route issues and options that may proceed to a more detailed level of planning.**

The executive summary presented here is the result of a four-month-long preliminary study conducted by the Washington Metropolitan Area Transit Authority (WMATA) for the District of Columbia.

General Issues (Overview)

A number of general issues have been identified that shape the way in which study corridors are considered for potential future expansion as light rail (LRT):

Regional connections:

Some study corridors, such as the McPherson Square to Ft. Lincoln route, do not have large transit markets within the District boundaries, but could attract high ridership if they were components of longer transit lines that extend into other parts of the region.

MWCOG/Build-out employment data coordination:

Metropolitan Washington Council of Government's (MWCOG) development forecasts in some study corridors do not reflect the impact on employment resulting from current real estate trends. Updated development forecasts to provide a better basis for ridership estimation, would require full build-out analyses for each corridor studied and revision of the MWCOG adopted land use forecast. New York Avenue, MLK Avenue, Buzzard Point, and the Near Southeast are examples of areas that need further analysis.

Physical fit:

Construction of at-grade light rail would require at least a 24' wide lane for a two-track system, not including station and platform design, would result in increased traffic congestion on developed streets unless they were widened. Widening streets would be difficult or impossible in some study corridors such as the Tenleytown Metro to Georgetown route. Tunnels would have to be built to carry light rail lines in those corridors, which adds significantly to the cost.

Parking impact:

Building light rail lines that require a minimum of a 24' lane at-grade would require the removal of on-street parking and the widening of the streets in most locations. Where light rail is to be studied, consideration must be given to the development of a parking replacement and enhancement strategy.

NOTE: In some corridors, such as New York Avenue, consideration should be given to the role intercept or satellite parking lots and tour bus lots may play as destinations within the corridor and their affect on ridership.

Community impact:




























































































Building light rail would have the potential for major changes and impacts in residential and business areas, indicating the need for extensive community involvement in project development. For example, the loss of on-street parking and the appearance of overhead wires would be a concern in any part of the city but especially in historic areas and the Monumental Core.

District of Columbia Transit Development Study

SUMMARY OF FINDINGS – SCREENING FOR LIGHT RAIL

District of Columbia Transit Development Study

OVERVIEW MATRIX -- LIGHT RAIL AT-GRADE FACILITY

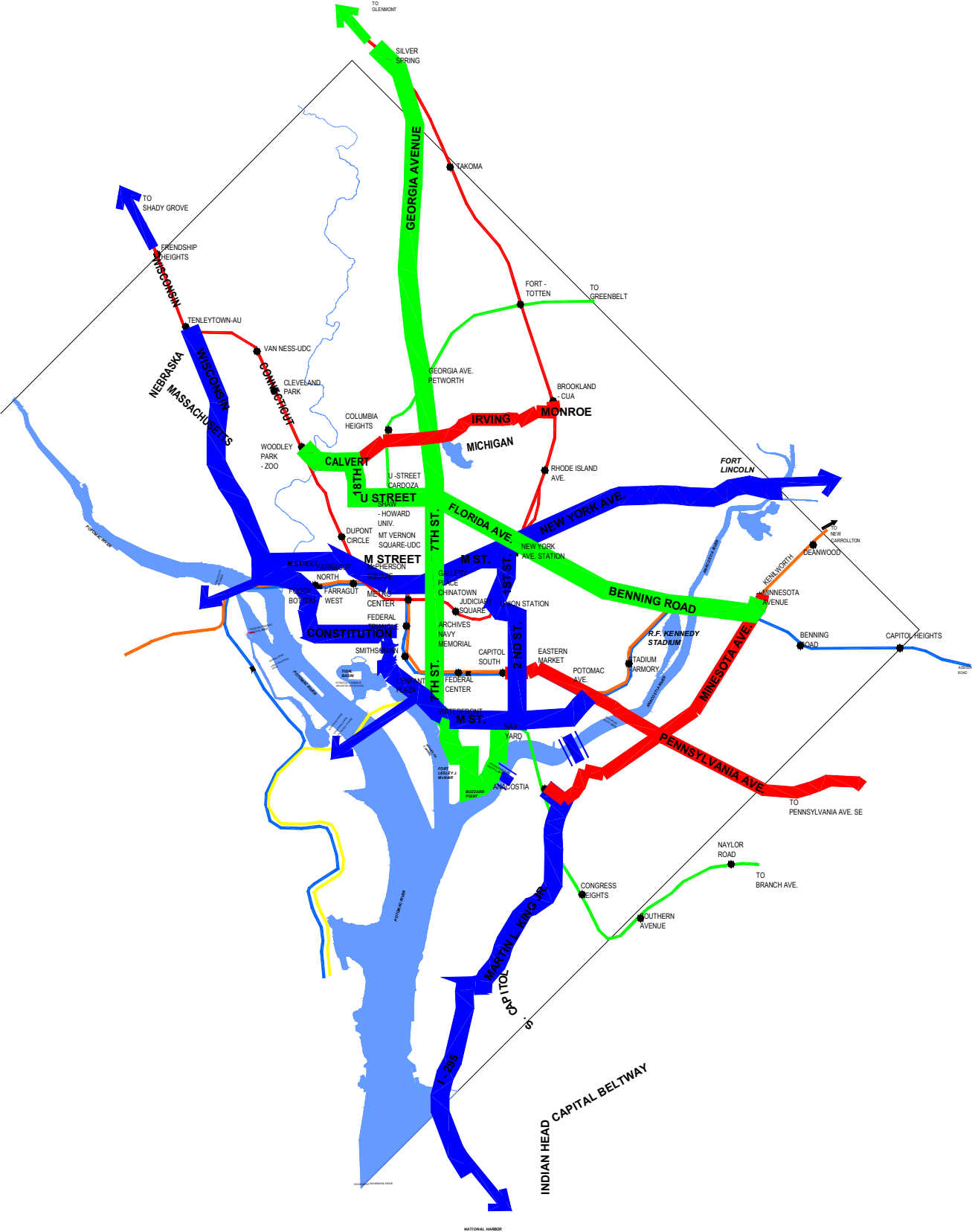
SCREENING CRITERIA	#1 Silver Spring to Potomac Ave. Metro	#2 Cross town Woodley Park Metro to Brookland Metro	#3 Cross town Woodley Park Metro to Minnesota Ave. Metro	#4 Anacostia Metro to national harbor	#5 Capital South Metro to District Line via PA Ave.	#6 Anacostia Metro to Minnesota Ave. Metro	#7A Capital Loop: Navy Yard Metro to New conve'tn center	#7B New Conve'tn center to George'tn via M St.	#7C George'tn to Navy Yard via Const. Ave.	#7D Buzzard Point	#8 McPherson Sq. to Fort Lincoln	#9 Tenleyt'n Metro to New Conv't Center via George'tn
1. Mobility/ridership service potential												
2. Connectivity with activity/employment centers												
3. Good physical fit with low traffic impact												
4. Core relief potential												
5. Impacts: historic, visual, environmental												
6. Community & business disruption												
7. "New Starts" funding potential												
8. Construction potential												
9. Preliminary Cost Estimate (in millions)	\$710-\$1,080	NA	\$480-\$510	\$220-\$230	NA	NA	\$370-\$400	\$200-\$210	Difficult to determine	NA	\$490-\$530	\$540-\$820

District of Columbia Transit Development Study

SUMMARY MAP OF FINDINGS – SCREENING FOR LIGHT RAIL

NEXT PHASE OF STUDY

- STUDY CORRIDORS THAT DEMONSTRATE HIGH RIDERSHIP WITHIN THE DISTRICT AND REGIONAL CONNECTIONS
- STUDY CORRIDORS THAT MAY DEMONSTRATE HIGH RIDERS THROUGH DISTRICT / REGIONAL CONNECTIONS
- STUDY ALTERNATIVE CONNECTIONS TO ANACOSTIA
- NOT APPROPRIATE FOR RAIL-- POTENTIAL BUS ENHANCEMENTS



Project Participants

The District of Columbia Transit Development Study was prepared for the District of Columbia by the Washington Metropolitan Area Transit Authority (WMATA). Following are the District Agencies, WMATA staff and allied organizations that, as a multidisciplinary team, worked together to complete the study:

The District of Columbia

Office of Planning

Andrew Altman, Director

Stephen Cochran, AICP, Zoning and Special Projects Planner, Staff liaison to the project.

Division of Transportation

Dan Tangherlini, Director

Alex Eckmann, Administrator for the Office of Mass Transit, Staff liaison to the project.

Washington Metropolitan Transit Authority Office of Engineering and Development

P. Takis Salpeas, Assistant General Manager, Transit System Development Department

Harry Lupia, Director of Engineering and Architecture

Royce Drake, Assistant Director, Facilities Planning and Engineering Development
Project Director for the DC Transit Development Project

George Cardwell, Associate Director, Office of Business Planning and Development

Robin McElhenny-Smith, Senior Transportation Planner

Capital Transit Consultants

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Charles B. Zucker, DC Transit Development Study Project Manager

Bong Shon, Landscape Architect

Alit Balk, Landscape Architect

Stanmore Associates

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Bay Area Economics

Anita Morrison, Principal

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